

WHAT IS CLAIMED IS:

1. A hydropneumatic, level-regulated axle suspension for the front and rear axles on vehicles, comprising: two double-acting hydraulic suspension cylinders, whose cylinder spaces are each connected to a first pressure accumulator and whose annuli on the piston side are connected to a second pressure accumulator, wherein the axle suspension for the front axle (39) and the rear axle (40) is designed as a reversible double-function axle suspension, so that each axle (39, 40) is switchable as an oscillating axle (in the cylinder transverse combination) or as a stabilizing axle (in the cross combination).
2. The axle suspension according to Claim 1, wherein both axle suspensions of the front and rear axles are switchable as a stabilizing axle.
3. The axle suspension according to Claim 1, wherein the switching is alternating, so that switching one axle as an oscillating axle results in simultaneous switching of the other axle as a stabilizing axle.
4. The axle suspension according to Claim 3, wherein the rear axle of the vehicle is switched as the stabilizing axle and the reduced-load front axle of the vehicle is switched as an oscillating axle when there is a lower axle load on the front axle of the vehicle, and the rear axle is switched as an oscillating axle and the loaded front axle of the vehicle is switched as the stabilizing axle when there is a lower axle load on the rear axle of the vehicle.
5. The axle suspension according to Claim 1, wherein the axle suspension of the stabilizing axle is blocked by isolating the suspension accumulator.

6. The axle suspension according to Claim 1, wherein the cylinder spaces (4, 5) of the suspension cylinders (2, 3) of an axle (39, 40) are each connectable to their own accumulator (10, 11).
7. The axle suspension according to Claim 6, wherein the cylinder spaces (4, 5) of the suspension cylinders (2, 3) are connectable to an additional accumulator (21).
8. The axle suspension according to Claim 6, wherein the annuli (6, 7) of the suspension cylinders (2, 3) are connectable to a common accumulator (18).
9. The axle suspension according to Claim 7, wherein the annuli (6, 7) of the suspension cylinders (2, 3) are connectable to a common accumulator (18).
10. The axle suspension according to Claim 1, wherein the cylinder space (4, 5) of one suspension cylinder (2, 3) and its accumulator (10, 11) are connectable to the annulus (7, 6) of the other suspension cylinder (3, 2).
11. The axle suspension according to Claim 10, wherein the accumulator (18) of the annuli (6, 7) and the additional accumulator (21) of the cylinder spaces (4, 5) are blocked.
12. The axle suspension according to Claim 1, wherein hydraulic shock absorber elements (14, 15) are inserted into the connecting lines (12, 13) to the accumulators (10, 11).
13. The axle suspension according to Claim 1, wherein switching from oscillating axle suspension to stabilizing axle suspension is done as a function of the pressure in the cylinder spaces (4, 5).

14. The axle suspension according to Claim 1, wherein the switching is done at approximately the same pressures in the cylinder spaces (4, 5) and in the annuli (6, 7) of the suspension cylinders (2, 3).
15. The axle suspension according to Claim 1, wherein the design of front and rear axle suspensions is identical.
16. The axle suspension according to Claim 1, wherein the axle (39, 40) may be pressed against the stops for the purpose of blocking the suspension and may also be secured if necessary.
17. The axle suspension according to Claim 1, wherein the blocked accumulators (18 and 21) are regulated and kept at the switchover pressure level by a pressure regulating valve (24).